

Cross Sound Enhancement Project

Sponsor: *Connecticut Department of Transportation*

Corridor: *M-95 Marine Highway Corridor (Sponsor: I-95 Corridor Coalition)*

Project Snapshot: The Cross Sound Enhancements Project would improve three passenger/vehicle ferries operating between New London, Connecticut and Orient Point, Long Island. Combined, the enhancements would increase capacity and efficiency of the service while reducing vessel emissions, further improving the service's footprint.

Attributes: This service provides 12,000 one-way vessel trips each year along a 16-mile water route, eliminating a 166-mile highway drive through congested portions of Long Island, New York City and Connecticut along the I-95 Corridor. The project offers the opportunity to increase capacity to accommodate the equivalent of 3,000 additional large trucks per year, saving nearly 500,000 additional highway miles. One of many public benefits offered by this project is improved livability through reduction of traffic in highly congested urban centers. Other benefits include emissions reductions, energy savings and landside transportation infrastructure maintenance savings.

The U.S. Department of Transportation will work with the Connecticut Department of Transportation, the I-95 Corridor Coalition and other Federal Departments to identify appropriate actions to help expand capacity, reduce emissions and improve fuel efficiency of the vessels.

New England Marine Highway Expansion Project

Sponsor: *Maine Department of Transportation*

Corridor : *M-95 Marine Highway Corridor (Sponsor: I-95 Corridor Coalition)*

Project Snapshot: The Northeast Marine Highway Expansion Project will expand an existing container-on-barge service operating between Newark, New Jersey, Boston, Massachusetts and Portland, Maine. This will be accomplished by design and construction of an articulated tug and barge that rigidly connects the two vessels. This will provide more reliable service because it can operate in rougher weather than the traditional towed barges currently in use.

Attributes: In the past three years, the existing Marine Highway service moved over 12,000 truckloads of freight between Maine and New Jersey, freeing the I-95 Corridor of this traffic. With additional shippers indicating support for a more reliable Marine Highway service, this project has the potential to offer additional relief to the busy I-95 corridor while reducing greenhouse gas emissions and conserving fuel. A strong public-private partnership is in place to support and promote the service. Public benefits that will be derived from this project include reduction of travel delays and congestion at urban centers, increased fuel efficiencies and improved surface transportation system resiliency.

The Department of Transportation will work with Maine Department of Transportation, Maine Port Authority, and the I-95 Corridor Coalition to help identify appropriate actions that can help the service meet demand.

Cross Gulf Container Expansion Project

Sponsors: Ports of Brownsville, TX & Manatee, FL

Corridor : *M-10 Marine Highway Corridor (Sponsor: Mississippi Department of Transportation)*

Project Snapshot: The Cross Gulf Container Expansion Project seeks to expand the frequency and capacity of an existing container-on-barge service operating between Brownsville, TX and Port Manatee, FL. Currently operating with a single vessel, departures from either port are at 10-day intervals. By adding a second vessel, the frequency of service doubles, an important factor in attracting additional shippers. This service also attracts shippers that transport overweight and oversized freight between the two ports.

Attributes: Because the M-10 Marine Highway offers a 450 mile one-way savings in transit between the two ports served, this service offers considerable public benefit and external cost savings over the 1,200-mile land route. The service spans five States and ten major metropolitan areas, providing public benefits to each of them in the form of congestion relief, greenhouse gas reductions, energy savings and reduced road maintenance costs, especially considering the overweight status of much of the cargo.

The U.S. Department of Transportation will work with the project's sponsor and the Mississippi Department of transportation to help expand the service and achieve the increase in benefits likely to result.

Tenn- Tom Freight Project

Sponsor: *Port of Itawamba, MS*

Corridor: *M-65 Marine Highway Corridor (Sponsor: Tennessee-Tombigbee Waterway Development Authority)*

Project Snapshot: The Tenn-Tom Freight Project is a new container-on-barge service between the Port of Itawamba on the Tennessee-Tombigbee Waterway (Tenn-Tom) and the Port of Mobile, AL. It will serve as the inland leg for new deep draft Gulf Coast container terminals.

Attributes: This Project will help the M-65 Corridor accommodate freight traffic. The I-65 corridor currently sees 3,150 truck trips on a daily basis and is forecast to grow to 25,000 daily long haul truck trips by 2035, according to the U.S. Department of Transportation. A significant proportion of intermodal traffic moving to the Northeastern region of Mississippi currently travels by rail to and from ports in California to an intermodal hub in Memphis, then by truck to Mississippi. This service, if successful, would offer a nearly all-water route for such freight via the Panama Canal and the Tenn-Tom Waterway. Public benefits of this project include enhancing system resiliency from disastrous events, reducing emissions and increasing energy efficiencies.

The U.S. Department of Transportation will work with the Port of Itawamba and the Tennessee-Tombigbee Waterway Development Authority to take appropriate actions aimed at helping to implement the project.

Gulf Atlantic Marine Highway Project

Sponsors: *The Port of Galveston & South Carolina State Ports Authority*

Corridor: *M-95 & M-10 Marine Highway Corridors (Sponsors: I-95 Corridor Coalition & Mississippi Department of Transportation)*

Project Snapshot: The Gulf Atlantic Marine Highway Project will distribute international and domestic containers between the Gulf , Mid-Atlantic and South Atlantic Coasts, on a modern fleet of ten U.S. flag vessels that employ cutting-edge environmental and efficiency technologies. These 1300 Twenty-Foot Equivalent Unit (TEU) vessels will be built in U.S. shipyards and crewed by U.S. mariners.

Attributes: The Gulf Atlantic Marine Highway Project is a public-private effort to develop a Marine Highway service that could be operational by the completion of the Panama Canal expansion in 2014. Because of its considerable scope and routes, this project, if fully implemented, could provide measureable relief to 400 miles of I-10 that are already operating at an unacceptable level of service and more than a dozen major freight truck bottlenecks along I-95 identified by the U.S. Department of Transportation. Considerable emissions benefits and energy savings could result from implementation of this project. The Gulf-Atlantic route also includes the movement of large volumes of hazardous materials, which, if transported by water, could improve safety and security.

The U.S. Department of Transportation will work with the Project and Corridor Sponsors to identify appropriate actions that will help develop the proposed service.

Detroit/ Wayne County Ferry Project

Sponsor: *Detroit/Wayne County Port Authority*

Corridor: *M-75 Detroit-Windsor Marine Highway Crossing*
(Sponsor: Detroit/Wayne County Port Authority)

Project Snapshot: The Detroit/Wayne County Ferry Project is a proposed cross-border passenger service between Detroit, Michigan and Windsor, Ontario focused on transporting commuters who currently transit the waterway using land border crossings. This will be the first water-based passenger service within the Port of Detroit to Windsor, Ontario, Canada.

Attributes: The Detroit/Wayne County Ferry can help transport passengers as an alternative to the two busiest border crossings in North America – the Ambassador Bridge and Detroit-Windsor Tunnel. Proponents of the project have identified 6,000 workers who commute between Windsor, Ontario and Detroit daily, including 4,000 local health care workers as potential ridership. These crossings are the source of significant traffic bottlenecks and would benefit from reduced rush-hour traffic. This project would also provide a redundant route should the nearby border crossings be disrupted for any reason.

The U.S. Department of Transportation will work with the Detroit/Wayne County Port Authority to help identify appropriate actions and resources necessary to help implement the service to reduce congestion and travel delays at this critical border crossing.

Trans-Hudson Freight Connector Project

Sponsor: *The Port Authority of New York & New Jersey*

Corridor : *M-95 Marine Highway Corridor (Sponsor: I-95 Corridor Coalition)*

Project Snapshot: The Trans-Hudson Freight Connector Project proposes to expand both quality and capacity of an ongoing cross-harbor rail float service operating between New Jersey and Brooklyn in New York Harbor. This will be done by placing a second barge in service following capacity improvements at the rail yard terminals at each end of the service.

Attributes: This Project can offer direct benefits to the New York metropolitan area by expanding the use of freight rail, which can free the roads of four trucks for every railcar moved. Freight that does not move by rail and rail float must travel to/from New York via truck using one of the few New York area water crossings that often experience gridlock. Public benefits resulting from expansion of the existing service include reduction of urban congestion and emissions, conservation of energy, and an increase in transportation safety. The movement of building materials, steel beams, consumer goods and the rapidly expanding practice of shipping municipal solid waste via containers constitutes an excellent growth opportunity for this Marine Highway.

The U.S. Department of Transportation will work with the Port Authority of New York & New Jersey and the I-95 Corridor Coalition to identify appropriate actions that would help bring the project to fruition.

James River Container Expansion Project

Sponsor: *Virginia Port Authority*

Corridor: *M-64 Marine Highway Connector (Sponsor: Richmond Regional Planning District Commission)*

Project Snapshot: The James River Container Expansion Project will expand an existing container-on-barge service between Hampton Roads and Richmond, VA by increasing the frequency of service. It will also initiate a container shuttle service between four terminals in the Hampton Roads area, shifting the freight from local urban roads to the waterborne alternative.

Attributes: Begun in 2008 with first-year projections of transporting 4,000 containers, the service exceeded initial estimates by more than 50 percent, and moved more than 6,000 containers in the first year. The I-64 corridor has been identified by the U.S. Department of Transportation as a major freight bottleneck, causing up to 500,000 hours of vehicle delays annually, making it a good candidate for alternative freight movement. This service offers enhanced public benefits because it utilizes low emission engines and ultra low sulfur fuel.

The U.S. Department of Transportation will work with the Virginia Port Authority and the Richmond Regional Planning District Commission to identify appropriate actions that will help implement the proposed Marine Highway expansion.